BY THE ORDER OF
THE COMMANDER 436TH AIRLIFT WING
(AMC)

DAFB INSTRUCTION 13-201

28 February 1997

Space, Missile, Command and Control

AIR TRAFFIC CONTROL AND FLYING OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 13-2, Air Traffic Control, Airspace and Range Management. It establishes Air Traffic Control (ATC) and Flying procedures at Dover AFB. It applies to all assigned, attached, and tenant units on Dover AFB.

SUMMARY OF REVISIONS

This revision has been completely reformatted and individual changes are too numerous to list; it consolidates guidance from AFI 13-203 and AFI 13-213; new sections include: SOLL II procedures (para. **4.1.**) and Aircraft Towing Procedures (para. **3.5.**).

Reference: AFI 13-203, Air Traffic Control and AFI 13-213, Airfield Management and Base Operations.

1. AIRFIELD OPERATIONS BOARD.

1.1. Review and Instruction Changes. This instruction is reviewed by the Airfield Operations Flight Commander during the month of December each year and submitted to the Operations Group Commander for approval (see Table 1.1.).

436th Operations Group Commander (Chairperson)
512th Operations Group Commander
3d Airlift Squadron Operations Officer
3d Airlift Squadron Safety Officer
9th Airlift Squadron Operations Officer
9th Airlift Squadron Safety Officer
436th Airlift Wing Chief of Safety
512th Airlift Wing Chief of Safety
436th Operations Group Chief of Aircrew Stan/Eval
436th Operations Group Chief, Special Capabilities
512th Airlift Wing Chief of Stan/Eval
436th Operations Support Squadron Chief of Airfield Management
436th Civil Engineering Squadron Deputy Chief Operations Flight
436th Civil Engineering Squadron Community Planner
Federal Aviation Administration Air Traffic Representative (ATREP)
436th Operations Support Squadron Airfield Operations Flight Commander
436th Communications Squadron Systems Flight Commander
436th Communications Squadron Plans Flight Commander
436th Operations Support Squadron Radar Approach Control (RAPCON) Chief Controller
436th Operations Support Squadron Control Tower Chief Controller
436th Operations Support Squadron Chief of Weather
436th Operations Group Chief of Training
Dover Air Force Base Aeroclub Manager

2. GENERAL INFORMATION.

2.1. Airfield Lighting Operations. Tower will operate the Airfield Lighting IAW FAAO 7110.65.

2.1.1. During Special Operations missions, the runway, taxiway, and VASI lights will be turned off or covered as requested by pilots.

2.1.2. Approach light out minimums are published in the Terminal FLIPS.

2.1.3. Tower will notify base weather when tower changes runway light settings.

2.1.4. Tower will set runway centerline lights and Touchdown Zone lights to 2 when the temperature is at or below 32 degrees Fahrenheit.

2.1.5. Civil Engineering Squadron Power Production/Exterior Electric shops will activate airfield lighting back-up power generator at request of tower when tower does not possess the capability to activate it. (i.e.: switch disabled, tower evacuation, etc.).

2.1.6. When airfield lighting is on generator power the settings can only be placed on Step 5 on one runway if the other runway is set to Step 3 (Rule of eight: any combination of Steps to equal eight).

2.2. Air Traffic Control (ATC) agencies. Dover Tower and RAPCON provide continuous ATC service.

2.3. NOTAMS. Base Operations is the central NOTAM agency for Dover AFB. The RAPCON is the NOTAM Monitoring Facility.

2.3.1. Dover RAPCON shall immediately report all interruptions and malfunctions of Air Traffic Control and Landing Systems (ATCALS) to Base Operations.

2.3.2. Base Operations will notify RAPCON and tower of all NOTAMS dispatched.

2.4. ATCALS Preventive Maintenance (PM) Schedule. The following standardized times and weather criteria will be used for ATCALS PM:

2.4.1. ASR: Mon, Tues, Thurs, Fri 0400-0700L, CIG/VIS: 3000/5+1.

2.4.2. TACAN: Wed 0600-0900L, CIG/VIS: 2000/2+1.

2.4.3. ILS: Mon, Tue, Thurs, Fri 0700-0930L, CIG/VIS: 2000/2+1.

2.5. Inbound Aircraft Notification (Distinguished Visitor (DV) Procedures). Command Post is the single base agency for coordination with ATC for relay of DV information. When requested, the RAPCON will provide a 30 mile call and the control tower will provide a 10 mile call to the Command Post on DV arrivals.

2.6. Severe Weather and Auxiliary Power Generators.

2.6.1. The RAPCON watch supervisor will notify radar maintenance personnel or Communications Focal Point (CFP) when a weather warning is received/canceled.

2.6.2. The RAPCON will rely on autostart capability for back-up power. If commercial power becomes unreliable, the watch supervisor may place the facility on back-up power and notify CE Emergency Service Call Desk through the CFP.

2.6.3. The control tower is normally not transferred to generator power. If the watch supervisor decides to put the control tower on generator power, control tower personnel will first notify the passenger terminal (Bldg 500) before manually transferring the power.

2.6.4. The ILS and TACAN sites will rely on autostart capability for back-up power and will not normally be manually transferred to generator power. Note: The ILS will run on battery power for limited time if generator does not function properly.

3. RUNWAY OPERATIONS AND GENERAL ATC PROCEDURES.

3.1. Engine Run Procedures.

3.1.1. Command Post shall notify the control tower of all authorized engine runs.

3.1.2. The control tower ground controller shall advise C-5 maintenance personnel to maintain idle power when an aircraft is taxiing on the displaced threshold of RWY 14 or when an aircraft will operate behind or in front of the engine run. This advisory shall be issued when:

3.1.2.1. An aircraft commences taxiing for departure or parking from the main ramp.

3.1.2.2. An aircraft is ready for departure from RWY 14 (12,900 ft) or intersection departure from RWY 14 at Taxiway Charlie (8650 ft).

3.1.2.3. A landing aircraft reaches 5 mile final on RWY 14.

3.1.2.4. For parking spots E through R, an aircraft enters the RWY 32 VFR pattern, an aircraft reaches 5 mile final on a radar or instrument approach to RWY 32, or commences a circling approach to RWY 32. There are no restrictions for S through CC parking spots when RWY 32 is being utilized for transition work.

3.1.2.5. An aircraft is ready for takeoff from RWY 32.

3.1.2.6. An aircraft is 5 mile final to land on RWY 32.

3.1.2.7. For parking spots A and B, an aircraft enters the VFR pattern, an aircraft reaches 5 mile final on a radar or instrument approach, or commences a circling approach to RWY 01 or RWY 19.

3.1.3. The control tower shall issue an advisory to all aircraft that may taxi behind aircraft conducting engine runs.

3.1.4. The control tower shall notify Command Post of lost communications with heavy aircraft conducting engine runs.

3.1.5. Due to excessive noise in the control tower, engine runs will not be conducted on A, B, C, and D parking spots without prior approval from the control tower.

3.2. Movement of Aircraft.

3.2.1. Base Operations shall advise the control tower of arriving and departing aircraft as soon as possible before the aircraft's estimated time of arrival and proposed departure time.

3.2.2. The control tower will:

3.2.2.1. Relay landing and takeoff times to Base Operations on all arriving and departing aircraft.

3.2.2.2. Coordinate all no flight plan arrivals with Base Operations.

3.2.2.3. If the parking area is unknown, or the marshaller/follow-me vehicles have not arrived, hold the transient aircraft at the entrance to the parking ramp until a marshaller/follow-me vehicle arrives.

3.2.2.4. Ensure all transient aircraft will use the services of a follow-me vehicle before taxiing on unlit taxiways between sunset and sunrise.

3.3. Cooperative Weather Watch Procedures.

3.3.1. ATC will:

3.3.1.1. Upon request, provide bearing and distance of areas and lines of possible thunderstorms/rainshower activity within 60 NM of Dover AFB.

3.3.1.2. Tower personnel will report prevailing visibility to Base Weather IAW FAAO 7110.65, AFMAN 15-111, Vol 1, and Control Tower OIs.

3.3.1.3. Notify Base Weather of outages:

3.3.1.3.1. AWDS outages so the back-up procedure can be initiated.

3.3.1.3.2. RVR, wind indicators, and ASR (GPN-20).

3.3.1.4. Relay pilot reports (PIREPS) and controller observed weather elements.

3.3.2. Tower controllers certified as limited weather observers will train tower trainees using training series AT-G-60. Trainees will report to the base weather station for certification upon completion of AT-G-60.

3.3.3. Tower and the base weather station will update its visibility chart when new reference points are erected. The tower and weather charts must be identical.

3.4. Clearance Delivery. Dover RAPCON provides ATC clearance deliver functions on frequencies 289.4. MHZ and 125.5.5 MHZ. IFR flight plans are received approximately 30 minutes before the aircraft's proposed departure time. Pilots should contact clearance delivery not earlier that 30 minutes before their proposed departure time for their clearance.

3.5. Aircraft Towing Procedures. Aircraft tows will comply with DAFBI 10-202 and the following procedures:

3.5.1. The Ground Controller will require any vehicle towing an aircraft across a runway to inform the control tower when the crossing is complete. The crossing is considered complete when:

3.5.1.1. The tow vehicle and entire aircraft in tow are past the hold line on the side of the runway to which they have crossed.

3.5.1.2. Delta Taxiway. The ground controller will advise the tow vehicle to proceed across both runways. At no time will the tow vehicle be permitted to hold short of a runway while on Delta Taxiway in-between the runways. On Delta Taxiway, crossing is considered complete when the tow vehicle and the entire aircraft in tow are across the hold line; going to Hazardous Cargo - hold line across RWY 01/19 on Delta Taxiway; coming from Hazardous Cargo to Main Ramp - across RWY 32 hold line on either Bravo or Delta Taxiways and on Alpha Taxiway.

3.5.2. Only restricted low approaches will be permitted to either runway until the tow vehicle and entire aircraft in tow are past the hold lines.

3.6. Aircraft Movement Area. The aircraft movement area consists of runways and taxiways except for Alpha and Foxtrot south of the RWY 1/19 hold line. Loading ramps, parking areas, and taxiways A and F are not part of the movement area therefore are not controlled by tower personnel.

3.6.1. Aircraft, vehicles, and personnel will obtain specific approval for entry onto the movement area from the control tower.

3.6.2. Personnel and Vehicle Recall Procedures. When personnel and vehicles are recalled from the movement area, they will withdraw to a safe distance from the runway (at least 200 ft from the runway edge). Two-way radio communication is required between vehicles working in the movement area and the control tower.

3.6.3. Specific procedures for operating vehicles on the airfield are in DAFBI 10-202, Airfield Driver Training and Operating Procedures.

4. IFR/VFR TERMINAL AREA PROCEDURES.

4.1. Traffic Patterns. The local traffic patterns are depicted in **Attachment 1** and **Attachment 2**. Except for Aeroclub operations, left-hand traffic will normally be used for RWY 14 and 19. Right-hand traffic will be used for RWY 01 and 32. Aeroclub traffic will normally be left-hand for RWY 01 and 32 and right-hand for RWY 14 and 19. ATC may direct other radar traffic patterns as necessary due to traffic or airspace restrictions.

4.1.1. 360 degree overhead pattern - 2500 ft (NOTE: Dover based C-5s conducting a visual approach or TVT approach to the 360 degree overhead pattern will automatically cancel IFR when radio communications are transferred to the tower.)

4.1.2. 360 degree C-5 Formation overhead pattern runways 1/19/32 - 2000 ft (right turns) (see note above).

4.1.3. Radar traffic pattern - 3000 ft (ATC may use 2000 ft as necessary).

4.1.4. Conventional rectangular pattern - 1800 ft.

4.1.5. Aeroclub traffic pattern - 700 ft.

4.2. Standard Climbout Instructions. Standard Go-Around/Climbout Instructions are published in the AMCR 55-2, Chapter 10, DAFB Supplement 1. ATC phraseology: “Execute local climbout”.

4.3. Standard Circling Instructions. Standard Circling Instructions are published in AMCR 55-2, Chapter 10, DAFB Supplement 1. ATC phraseology: “Circle to Runway 01/19/32 as published”.

4.4. Weather Minimums. Weather minimum for Dover based aircraft conducting VFR practice approaches are:

4.4.1. 2300 ft ceiling and 3 miles visibility for conventional rectangular pattern.

4.4.2. 3000 ft ceiling and 3 miles visibility for 360 degree overhead pattern.

4.4.3. The tower watch supervisor may elect to close the VFR pattern as weather conditions require.

4.5. Noise Abatement.

4.5.1. RWY 14 may be used for day and night VFR operations IAW AFI 32-1044. RWY 14 should not normally be used for landing purposes except by Category I & II aircraft and helicopters. RWY 14 may be used by all aircraft during closures of RWY 1/19 and when crosswinds and runway conditions prevent aircraft from landing on other runways.

4.5.2. ATC will not vector a jet aircraft or turboprop aircraft with more than two engines over the cities of Dover, Little Creek, Milford, Harrington, Pickering Beach, Kitts Hummock, Bowers

Beach or other sensitive noise abatement areas below 3000 ft, unless safety of flight is a factor. ATC instructions take precedence over noise abatement procedures.

4.5.3. Quiet Hours Procedures. When directed by the Wing Commander, ATC will minimize air traffic movement within the confines of the base proper. Actions will include termination of all practice approaches, disapproval of engine runs, and elimination of aircraft taxi operations without approval from Command Post. Unless the airfield is officially closed, routine traffic (full stop, mission departures) will continue to operate.

4.6. Civil Aircraft.

4.6.1. In order to ensure safe operations of civil aircraft, and to provide safeguards to C-5 aircraft, practice approaches are not authorized when:

4.6.1.1. More than one military turbojet aircraft is in the IFR or VFR traffic pattern unless ATC determines such operations will not impede the departure or arrival of military aircraft.

4.6.1.2. The practice approach may cause the delay of mission aircraft (arrival or departure).

4.6.2. Civil aircraft conducting practice approaches (IFR/VFR) are not authorized to make touch and go or full stop landings at Dover AFB.

4.6.3. Aircraft experiencing an emergency will be allowed to land at Dover AFB.

4.7. AMC Mission Departures.

4.7.1. Terms.

4.7.1.1. Delay Start Time: The latest time that an aircraft can become airborne without being in delayed status.

4.7.1.2. Controlled home station departure time: The exact time an aircraft should be airborne to meet air refueling (AR) mission criteria. The AR aircraft will also have a delay start time.

4.7.2. The Dover Command Post shall:

4.7.2.1. Notify the control tower at least 30 minutes before the aircraft's delay start time when necessary to avoid conflict between other traffic and home station departures.

4.7.2.2. If there is more than one AMC mission departure (home station departure), notify the tower and identify which one has priority.

4.7.3. Controlled Departure Time. The aircraft commander will notify the control tower of the controlled departure time as early as possible, before departing Dover AFB on an air refueling mission to allow the tower to adjust the traffic flow as required.

4.8. Aircraft Priorities. In addition to the priorities established in the FAAO 7110.65, the following local priorities will be implemented by Dover ATC.

4.8.1. Reach mission departures/arrivals shall have priority over other aircraft. Mission departures nearing controlled departure time will have priority over mission arrivals to avoid mission departure delays.

4.8.2. All military aircraft have priority over civil aircraft making practice approaches.

4.8.3. Local C-5 training missions have priority over transient aircraft practice approaches.

4.8.4. Special Operations Missions (SOLL II) will have priority over local C-5 training missions. No transient aircraft are permitted in the traffic pattern when SOLL II training missions are also in the pattern.

4.8.5. Aircraft operating to the runway in use will have priority over opposite direction aircraft.

4.8.6. Local Tactical VFR Training missions have priority over transient aircraft practice approaches.

4.9. CAT II ILS Procedures.

4.9.1. Due to the present power transfer capability, the airfield lighting at Dover AFB is placed on backup power during CAT II ILS operations when the RWY 1 Runway Visual Range (RVR) is 3000 ft or less.

4.9.2. CAT II ILS operations can only be conducted to RWY 1.

4.9.3. When RWY 01 (CAT II Runway) is in use and RVR decreases to 3000 ft or less, tower personnel will place airfield lighting on backup power.

4.9.4. When an aircraft requests a CAT II ILS approach to RWY 01, RWY 01 is not in use, and the RVR is 3000 ft or less, tower personnel will place the airfield on backup power.

4.9.5. Tower personnel will contact Base Operations, RAPCON, and CE service desk and advise them anytime the airfield lighting back-up power generator is in operation, and when the generator is subsequently turned off.

4.9.6. If the generator fails to start when activated from the tower, tower personnel will report the discrepancy to the CE service desk. Power production personnel will report to the lighting vault to manually start the generator.

4.9.7. Power Production personnel shall:

4.9.7.1. Advise tower personnel anytime the remote generator switch in the tower is not operational.

4.9.7.2. Coordinate with the control tower before activating the CAT II control switch for simultaneous generator start and power transfer.

4.9.7.3. Assume responsibility for activating airfield lighting back-up generator for CAT II ILS operations when tower does not possess the capability to activate it.

4.9.8. Base Operations shall notify the RAPCON immediately when any component of the airfield ground environment does not meet CAT II ILS standards.

4.10. Special Operations Low Level (SOLL) II/No Light Approaches and Takeoffs. The SOLL II mission is an operation flown at night, in a simulated combat environment, in which the aircraft lands without a published approach procedure or the aid of standard runway lighting. Local SOLL II training will be flown at Dover AFB in VMC only. The following requirements apply when aircrews practice this operation at Dover AFB.

4.10.1. To the extent possible, Special Capabilities (OGS) will coordinate in advance with Training (OGT) when scheduling SOLL II missions at Dover AFB. This should eliminate scheduling conflicts with regularly scheduled local trainers and permit planning of alternate training bases if required for regular locals. Additionally, OGS will coordinate with ATC, Base Operations, and

Command Post to advise them of the SOLL II local trainer at Dover. The OGS will coordinate with the control tower/base operations for access to Runway 32 to cover the VASI lights and set up covert lighting.

4.10.2. Base Operations will advise the Dover Civil Terminal and the Aeroclub of the scheduled SOLL II local.

4.10.3. Air Traffic Control.

4.10.3.1. Priorities: Mission arrival and departures have priority over all locals. SOLL II locals have priority over other local training missions to RWY 32. Additionally, Dover Base Operations, Command Post, and ATC will not approve any transient aircraft requests for practice approaches when SOLL II training is in progress.

4.10.3.2. Procedures:

4.10.3.2.1. Standard IFR procedures and separation criteria will be applied. RWY 32 is the only runway designated for practice SOLL II procedures. Normal operations can be conducted on RWY 01/19 and should not conflict with or affect the SOLL II training. The SOLL II local will be advised of any mission arrival/departure requiring priority. With multiple aircraft in the pattern,ATC will sequence the SOLL II trainer with any other local aircraft if the use of RWY 32 is required for training requirements.

4.10.3.2.2. When RWY 32 is the active runway, control tower personnel will turn off all runway and taxiway lights provided there are no mission arrivals/departures or other local trainers. When an aircraft, other than the SOLL II aircraft, reaches 15 flying miles from touchdown, is flying VFR patterns, or a departing aircraft requests to taxi, control tower personnel will turn on lighting associated with RWY 32 and necessary taxiway lighting only. **Note:** VASI lights to RWY 32 will not be available if a SOLL II local is in the Dover pattern. Base Operations will issue an airfield advisory when VASI's are covered and tower will issue to aircraft under it's control.

4.10.3.2.3. When RWY 01/19 is the active runway and there are no mission arrivals/departures or other local trainers, control tower personnel will turn off all runway and taxiway lighting. When an aircraft, other than the SOLL II aircraft, reaches 15 flying miles from touchdown or a departing aircraft requests to taxi, control tower personnel will turn on lighting associated with RWY 01/19 and necessary taxiway lighting only. If a C-5 local is in the pattern with a SOLL II local, the tower will activate RWY 01/19 approach, runway, and taxiway lights. RWY 32 and all associated lights will be off unless required by the C-5 local for required training. Note: VASI lights to RWY 32 will not be available if a SOLL II local is in the Dover pattern.

4.10.3.2.4. When more than one aircraft is in the local pattern, i.e. SOLL II and one regular local, both aircraft should try to plan their flights as to not interfere with each other to the maximum extent. Both aircraft can successfully complete their profiles with effective communication.

4.10.3.2.5. Standard missed approach and go-around instructions apply. SOLL II operations require the utmost in aircrew coordination and flying skills. Situations may develop which require the approach to be terminated. Should this occur, missed approach or go-around instructions should be issued early enough to allow safe operation of the air-

craft.

4.11. TVT Procedures. Profiles for TVT approaches/departures are outlined in MCI 11-205 Volume 23.

4.11.1. VFR overhead initial altitude for C-5 aircraft conducting TVT low approach will be 1000' AGL unless otherwise requested by pilot.

4.11.2. Random Steep approaches have an initial altitude between 4000' and 5000' AGL unless otherwise requested by pilot. Pilots will report a "5 mile initial" to the tower.

4.11.3. Spiral-Up departures will climb to 4500' or 5000' AGL unless otherwise requested by pilot.

4.11.4. Basic VFR weather conditions are required for TVT procedures. For Random Steep approaches and Spiral-Up departures, aircraft must be able to maintain VFR, clear of clouds, to or from the prescribed altitudes.

4.12. Protection of ILS Critical Areas. Tower will protect ILS critical areas depicted in **Attachment 7** and **Attachment 8** IAW AFI 13-203. Additionally, aircraft listed in **Attachment 4** will be held at hold lines depicted in **Attachment 3**. C-5 and B747 aircraft will also not be parked in spot six on the south ramp.

4.13. Runway Selection Procedures. The tower supervisor will use the criteria in Table 4.1. to select the active runway:

WIND DIRECTION	WIND SPEED	DRY RWY	WET RWY
Any direction	4 or less	1	1
281 clockwise to 100	5 through 14	1	1
101 clockwise to 280	5 through 14	19	19
341 clockwise to 100	15 through 24	1	1
101 clockwise to 279	15 through 24	19	19
280 clockwise to 340	15 through 24	1	32
Any direction	25 or more	Rwy most aligned w/ wind	Rwy most aligned w/ wind

4.13.1. The tower supervisor may modify the selection of the runway for aircraft training requirements, ATCALS status, or bird conditions.

4.13.2. Runway Change Procedures.

4.13.2.1. Dover tower will notify the following agencies when a runway change occurs in the order listed:

4.13.2.1.1. RAPCON

4.13.2.1.2. Weather Station

4.13.2.1.3. Base Operations

4.13.2.2. Base Operations will notify Command Post of a runway change.

4.14. Suspending Runway Operations. Tower will suspend air traffic operations to all runways when an emergency aircraft lands. Base Operations will advise the tower when to resume runway operations.

4.15. Opposite Direction Procedures. Specific coordination procedures between tower and RAPCON are contained in an operations letter.

4.15.1. Arrival Versus Arrival. An opposite direction arrival shall not proceed closer than ten miles from the landing threshold before a preceding aircraft lands.

4.15.2. Arrival Versus Departure. An opposite direction arrival shall not proceed closer than ten miles from the landing threshold before a departure is airborne and is established on a heading of 45 degrees or more from the reciprocal of the inbound heading. (A touch and go, low approach, or missed approach constitutes a departure.)

4.15.3. Departure Versus Arrival. An opposite direction departure shall not takeoff if an arriving aircraft is within ten miles of the landing threshold.

4.15.4. Aircraft operating to the runway in use will have priority over opposite direction aircraft.

5. AEROCLUB OPERATIONS.

5.1. Aircraft Parking, Servicing, and Ground Handling

5.1.1. Aeroclub aircraft shall be parked on Pad (spot) 6 Christmas Tree Area (Atch 5)

5.1.2. The Aeroclub is responsible for servicing, ground handling, and securing Aeroclub aircraft.

5.1.3. Aeroclub aircraft desiring to taxi to or from Bldg 918 will contact Base Operations prior to taxiing. Base Operations will notify Command Post maintenance personnel and tower that the aircraft will be taxiing down the main ramp. Additionally, tower will call Base Operations when an aeroclub aircraft lands and taxis to Bldg 918. Base Operations will notify Command Post maintenance personnel.

5.2. Air Traffic Control

5.2.1. Solo student pilots shall advise ground control on initial taxi call that the person is a student pilot.

5.2.2. Intersection departures are authorized with tower approval. Distances remaining from each intersection are shown in Atch 6.

5.3. Local Flying Area. The local flying area includes the area within a 50NM radius of Dover AFB, excluding:

5.3.1. Areas off-shore, beyond power-off gliding distance to land.

5.3.2. Airspace restricted areas R4006, R4001A, and R4001B.

5.3.3. For solo student pilots, that area beyond 25NM from Dover AFB.

5.4. Flight Training Area. Flight training areas for Dover AFB Aeroclub aircraft are established to provide designated airspace for club members to perform the flight maneuvers necessary to fulfill FAA, USAF, and Aeroclub currency and training requirements. These areas are not “protected” airspace. Collision avoidance is the pilots responsibility. They provide a common reference for Dover Approach Control and club members to streamline entry to and exit from Dover AFB. Pilots will nor-

mally enter and exit these areas from over the town of Camden-Wyoming. There are two designated areas: ALPHA and BRAVO.

5.4.1. Area ALPHA is bounded on the East by US 13, on the west by US 301, North by C&D canal and on the South of Del Route 8. Areas ALPHA includes the airspace from the ground to 5000 feet MSL.

5.4.2. Area BRAVO is bounded on the East by US 13, on the West by US 301, on the North by Del Route 8, and on the South by Del Route 404. Area BRAVO includes the airspace from ground to 5000 feet MSL.

5.5. Weather. Weather support is available at the Dover AFB Weather Station and at the Millville Flight Service Station (FSS). Aeroclub pilots are to obtain flight weather briefings from the FAA, FSS or Base Weather Station. Flight weather briefings for the local area may be obtained over the Automated Weather Distribution System (AWDS). Flight weather briefings for cross-country flights are obtained in person, by FAX, or computer duats from the Base Weather Station or the FSS system. A DD Form 175-1 (Flight Weather Briefing) will be used. The Dover AFB Pilot-to-Metro service (UHF only) or the Millville FSS may be used to get updated weather support while airborne.

5.6. Weather Minimums for Aeroclub Operations.

5.6.1. Day, VFR--1500 ft AGL ceiling, three statute mile visibility.

5.6.2. Night, VFR--2500 ft AGL ceiling, five statute mile visibility.

5.7. Anti-Hijack Procedures. All Aeroclub pilots will contact “Dover Ground” control on frequency 121.9 MHZ before taxiing. If an unauthorized taxi is observed, the control tower will activate the primary crash system.

5.8. Taxi Procedures. Aeroclub aircraft shall contact “Dover Ground” on frequency 121.9 MHZ before taxi. Specific taxi procedures shall be issued by Dover Ground Control. Normal routes:

5.8.1. Runway 32. Taxiway Foxtrot to Taxiway Echo to the approach end of RWY 32 or intersection departure via Taxiway Bravo.

5.8.2. Runway 14. Taxiway Foxtrot to Taxiway Echo to the approach end of RWY 32 for back taxi on the runway to the midfield intersection, traffic permitting, the alternate taxi route is via the approach end of RWY 01 then north on Taxiway Bravo to the midfield intersection.

5.8.3. Runway 19. Taxi using RWY 14 procedures.

5.8.4. Runway 01. Taxi via Taxiway Foxtrot.

5.9. Wake Turbulence/Taxi Restrictions.

5.9.1. Due to the unpredictable nature of wake turbulence and its potentially disastrous effect on light aircraft, use extreme caution at all times when taxiing or conducting flight operations behind heavy aircraft that conduct regular flight operations at Dover AFB. Large aircraft may also cause wake turbulence effects.

5.9.2. Aeroclub aircraft shall not request to waive the required wake turbulence separation.

5.9.3. Aeroclub aircraft shall not taxi closer than 500 ft behind a large aircraft which has any of its engines running. Aeroclub aircraft shall not stop for engine run-ups or other purposes in a posi-

tion where a passing large aircraft's jet or propeller blast will be directed at the aircraft from a distance of less than 500 ft.

5.9.4. Aeroclub aircraft shall not be taxied at speeds greater than a fast walking pace.

5.10. Engine Run-Up Procedure. Conduct engine run-ups on the ramp or taxiway. Conduct a normal run-up on the taxiway at least 50 ft from the runway hold lines.

5.11. Operations within Class D Surface Area.

5.11.1. Due to heavy jet traffic at Dover AFB, multiple approach or landing practice is permitted at the descretion of ATC, if such operations will not impede the departure or arrival of military aircraft. At those times deemed appropriate by ATC, Aeroclub aircraft may be directed to depart or vary their traffic patterns. Except for emergencies, Aeroclub aircraft will not delay the departure or arrival of military aircraft.

5.11.2. Traffic patterns are to the west or southwest of all runways unless directed by the control tower.

5.11.3. Traffic pattern altitude is 700 ft MSL. Except in an emergency, aircraft will not operate below this altitude over Dover AFB or its housing area.

5.11.4. Do not turn out before passing the departure end of the runway unless directed by ATC.

5.12. VFR Departures and Arrivals.

5.12.1. Departures will contact Dover Ground Control and state:

5.12.1.1. Identification (call sign)

5.12.1.2. Location on the airfield

5.12.1.3. Destination

5.12.1.4. Altitude

5.12.2. Arrival Procedures for Local Flights.

5.12.2.1. Aeroclub aircraft will contact Dover Approach Control on frequency 128.0 MHZ when ready to return to base (RTB) and state, "Dover Approach, Irony (#), Bravo training area, 2000 ft, landing Dover".

5.12.2.2. When returning from training areas Alpha or Bravo, entry into the Class D surface area will normally be over the entry point (intersection of US 13 and Route 10). Aeroclub aircraft will cross the entry point at 1500 ft MSL and then descend to 700 ft (pattern altitude), contact Dover Tower and state, "IRONY (#), Dairy Queen."

5.12.2.3. The control tower may direct Aeroclub aircraft to hold at Moore's Lake Shopping Center (intersection of Del Route 10 and State Street). "IRONY (#) , hold at Moore's Lake." Maintain 700 ft MSL while in holding.

5.12.3. Arrival Procedures for Cross Country Flights. When returning from a cross country flight, contact Dover Approach Control no later than 15 miles from Dover AFB and state: Identification, Position from Dover AFB, altitude, and intentions.

5.13. IFR Departures and Arrivals.

5.13.1. Aeroclub aircraft shall contact "Dover Clearance Delivery on frequency 125.5.5 MHZ and state: Identification, destination, and clearance on request. Ex. "Dover Clearance Delivery, IRONY (#), IFR to White Plains, clearance on request."

5.13.2. After obtaining clearance: Contact Ground Control and state: "Dover Ground, IRONY (#), IFR to White Plains, ready to taxi." Aircraft will follow taxi instructions to include holding short when directed by ground control.

5.14. Radio Failure (NORDO) Procedures.

5.14.1. On the ground: If the radio fails after clearance to taxi, Aeroclub pilots will:

5.14.1.1. Make a 180 degree turn and taxi back to parking before reaching the approach end of RWY 01.

5.14.1.2. Turn to face the control tower and flash the landing lights on the taxiway before taxiing onto the departure runway. Upon receiving a flashing white light gun signal from the control tower, taxi back on the same route that was used to get to the departure runway. Aircraft will hold short of any intersecting runway and face the control tower to receive a flashing green light gun signal.

5.14.2. Inflight:

5.14.2.1. If radio failure occurs or is suspected, squawk 7600 on the transponder and proceed via normal arrival routes. Depending on prevailing winds or other traffic in the traffic pattern, enter a left downwind for RWY 01 and RWY 32 or a right downwind for RWY 14 and RWY 19. Rock the aircraft's wings on downwind and watch the control tower for light gun signals when turning final. If a light gun signal is not received on final, go around and repeat the procedure.

5.14.2.2. After landing, exit the runway, turn toward the tower and wait for an appropriate light gun signal before taxiing. Before crossing a runway, turn toward the tower for a light gun signal to cross.

5.14.2.3. At all times during actual or suspected radio failures, visually check for other aircraft and give way.

5.15. Overdue Aircraft: Flight plans will be monitored by the Aeroclub manager or representative to permit timely action in the event an aircraft is overdue or involved in an emergency. Subsequent actions will be dictated by the situation and established FAA and USAF procedures.

6. EMERGENCY PROCEDURES.

6.1. Primary Crash Network. The purpose of the base primary crash network is to alert and activate those agencies needed to perform life saving functions at the time of a known or suspected on or off base aircraft accident. Ground and inflight emergencies also require activation of the primary crash network. The control tower, Base Operations, base hospital, and Crash Fire Rescue are primary crash network members. The Command Post has listening capability only.

6.1.1. The control tower shall activate the base primary crash network under the following actual/practice conditions:

6.1.1.1. Observing or being notified of a military or civilian aircraft crash on or off base.

6.1.1.2. When notified of a civil or military in-flight emergency that shall be landing at Dover AFB.

6.1.1.3. When observed or notified of a ground emergency (to include unauthorized aircraft movement) by a pilot, crew member, or ground support personnel.

6.1.1.4. At any time when an off base military or civilian aircraft crash is suspected.

6.1.1.5. When, at the discretion of the control tower watch supervisor, any condition is viewed as hazardous to personnel, aircraft, or property.

6.1.1.6. When relocating to the alternate control tower, time permitting.

6.1.1.7. When an unauthorized aircraft lands.

6.1.1.8. When directed by Command Post.

6.1.1.9. Normally, between 0815L and 0830L for a daily line check. Recording quality shall be checked at this time.

6.1.1.10. Upon activation of the primary crash network, all responding crash/rescue vehicles shall have immediate access to the taxiways without being required to contact the control tower for prior approval. Crash/rescue vehicles shall not enter any portion of the runway without contacting the control tower and receiving permission to enter the runway.

6.1.2. Base Operations shall forward reports of suspected and actual off-base crashes to the Command Post. Base Operations shall request the control tower to activate the primary crash network when notified of any emergency situation described in 6.1. above. Base Operations shall activate the secondary crash network.

6.1.3. Cancellation of emergencies declared on the primary crash net shall rest with the on-scene commander.

6.2. Secondary Crash Network. The purpose of the base secondary crash network is to establish a communication system for rapid dissemination of information during inflight emergencies, aircraft accidents/incidents, ground aircraft emergencies, and exercises with base support agencies. Base Operations, Command Post, Security Police, Fire Department, Weather, Disaster Preparedness, Safety, Explosive Ordinance Disposal, Hospital, Public Affairs, and Fire Marshall are secondary crash network members.

6.2.1. The OSS/CC approves/disapproves all requests for connection or disconnection of the secondary crash network.

6.2.2. Base Operations conducts a roll call each day during the morning test to ensure operational capability. Any station failing to respond will receive an immediate phone call to determine reason for response failure.

6.2.2.1. Individuals who answer the crash network should be familiar with the phonetic alphabet and use it when responding with their initials. Individuals answering will remain silent until the activating agency has completed the message and conducted roll call. Questions may then be asked.

6.2.3. Stations on the crash network are expected to received and disseminate information in minimum time. During actual emergencies use DAFB Form 22, Emergency Notification/Hazardous Cargo Movement, to record information in the proper format and sequence.

6.2.4. Base Operations will relay verbatim the information received from the control tower.

6.3. Emergency Locator Transmitter (ELT) and Personnel Locator Beacon (PLB) signals.

6.3.1. The control tower, upon detection of an ELT/PLB signal on emergency frequencies shall:

6.3.1.1. Activate the primary crash network only if, through visual observations or upon receipt of a radio transmission, an actual emergency exists. Otherwise, notify Base Operations.

6.3.1.2. If Base Operations determines the situation is actual:

6.3.1.2.1. Immediately activate the primary crash alarm system

6.3.1.2.2. Notify Washington ARTCC

6.3.1.2.3. Advise Base Operations when an ELT/PLB signal ceases, is located, or when additional information becomes available.

6.3.2. Dover Base Operations shall:

6.3.2.1. Upon notification of an ELT/PLB signal, take action to locate the signal source.

6.3.2.2. Notify the 436 AW Maintenance Controller who will in turn notify the radio shop. The radio shop will, utilizing the direction finding (DF) equipment, conduct an extensive search to locate the signal source. If the source is located by the radio shop, notify the maintenance controller and in turn inform Base Operations.

6.3.2.3. Advise the AMC Search and Rescue (SAR) Center as necessary.

6.3.2.4. Advise the AMC SAR Center and the control tower when the signal has been located.

6.3.3. RAPCON will notify the tower upon detecting an ELT.

6.4. Hot Armament. Aircraft landing at Dover AFB with hot armament (i.e. guns, rockets, flares) on board will be directed by the control tower to the warm-up area for RWY 19 (See Atch 5). The control tower shall direct the aircraft to position itself in a northeasterly direction to afford maximum safety to personnel and equipment. RWY 01/19 shall be closed during all de-arming operations.

6.4.1. Aircraft landing RWY 19 shall be instructed to make a left 180 degree turn and back taxi to the dearm area.

6.4.2. Aircraft landing RWY 01 shall proceed directly to the end of the runway and turn left onto the dearm area.

6.4.3. Aircraft landing RWY 32 shall proceed to the de-arm area via taxiway Bravo.

6.5. Evacuation of the Control Tower/RAPCON

6.5.1. The control tower shall be evacuated for high winds when the wind speed reaches 55 knots (35 knots if a window is cracked).

6.5.2. If the situation permits the establishment of the alternate control, the following shall apply:

6.5.2.1. The Fire Department shall provide the tower personnel with one portable FM Crash radio, for use in coordinating with crash vehicles operating on the airfield.

6.5.2.2. Transient Maintenance shall provide tower personnel with one portable FM radio for coordinating with transient maintenance and other vehicles operating on the airfield.

6.5.2.3. The Power Production Shop shall provide a portable backup generator to the alternate tower upon request.

6.5.2.4. The following runway procedures will apply during alternate tower operations:

6.5.2.4.1. When the primary control tower is evacuated, all airfield operations and runway crossings are suspended.

6.5.2.4.2. After the establishment of alternate tower operations, airfield operations will be resumed. Runway crossings may be resumed at the discretion of the tower watch supervisor. If resumed, vehicles are controlled on the Ramp or Crash FM Net.

6.5.2.5. The alternate tower shall be evacuated when the wind speed reaches 50 knots. If evacuated, personnel shall proceed to the RAPCON and establish limited advisory operations.

6.6. No flight plan arrival aircraft hold areas. When an unauthorized and unannounced aircraft lands at Dover AFB, the control tower shall, when possible, tell the aircraft to hold in one of the following areas, as appropriate:

6.6.1. Run-up pad at the approach end of RWY 19.

6.6.2. Run-up pad at the approach end of RWY 01.

6.6.3. Taxiway Charlie.

6.7. Radar/ATCALS Emergency Warning and Evacuation Alarm. The emergency warning and evacuation alarm system is used to notify individuals in and around certain runway shelters/sites that an emergency aircraft is approaching to land. The tower shall activate the alarm anytime an aircraft with a known/suspected emergency condition has commenced approach and is 10 flying miles from the runway. Known or suspected emergencies include, but are not limited to: a declared, observed, or reported emergency, NORDO aircraft, and aircraft accidents. Tower shall deactivate the alarm when the hazard no longer exist.

6.8. Jettison of External Stores. The VFR external stores jettison area is located east of Dover AFB over the Delaware Bay. The pilot is responsible for visually clearing the area before jettisoning external stores. The IFR external stores jettison area is located in Warning Area W-107. The RAPCON will obtain clearance from Washington Center when an aircraft requests IFR clearance into this area.

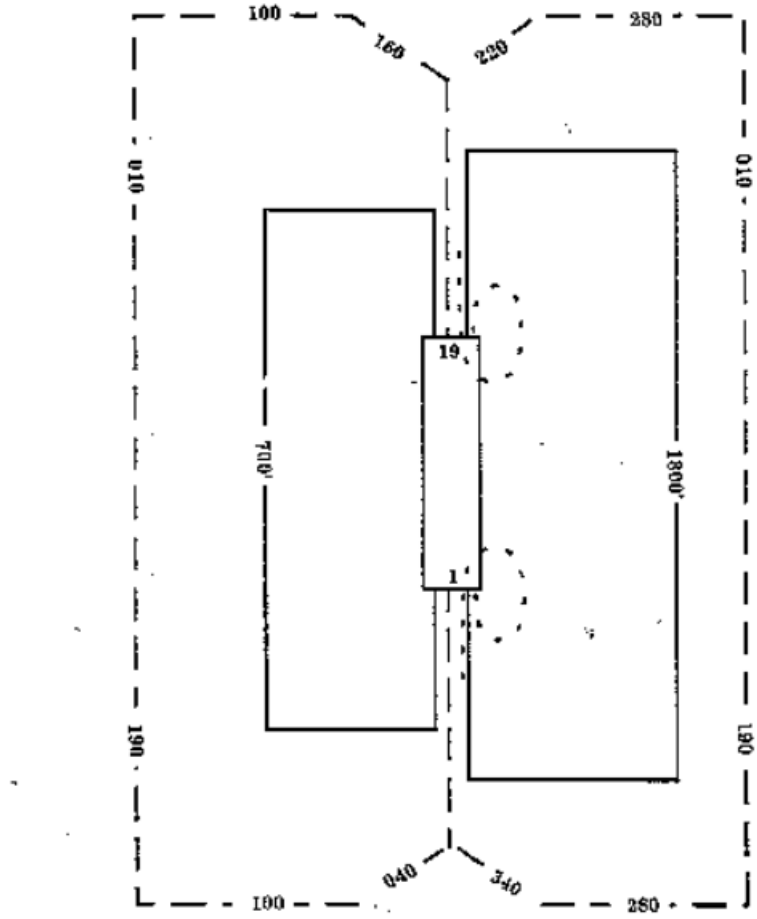
6.9. Drag Chute Operations. Tower will instruct aircraft with deployed drag chutes to retain the chutes until off the runway.

6.10. Hot Brakes Procedures. Aircraft with an emergency for hot brakes will be handled as other emergencies (i.e., hold aircraft on runway until arrival of emergency response vehicles, then as directed by Fire Chief).

RICHARD B. BUNDY, Colonel, USAF
Commander

Attachment 1

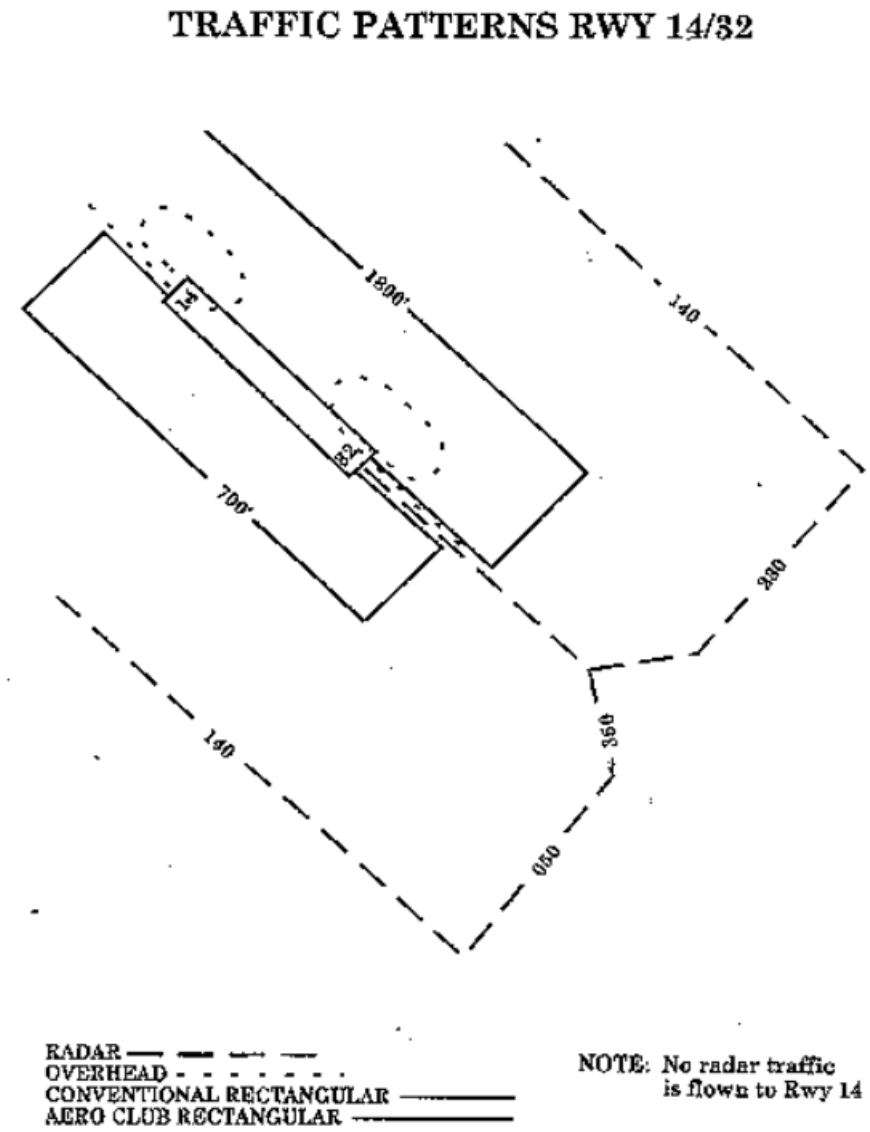
TRAFFIC PATTERNS RWY 1/19



RADAR — — — —
OVERHEAD - - - - -
CONVENTIONAL RECTANGULAR ——
AERO CLUB RECTANGULAR ——

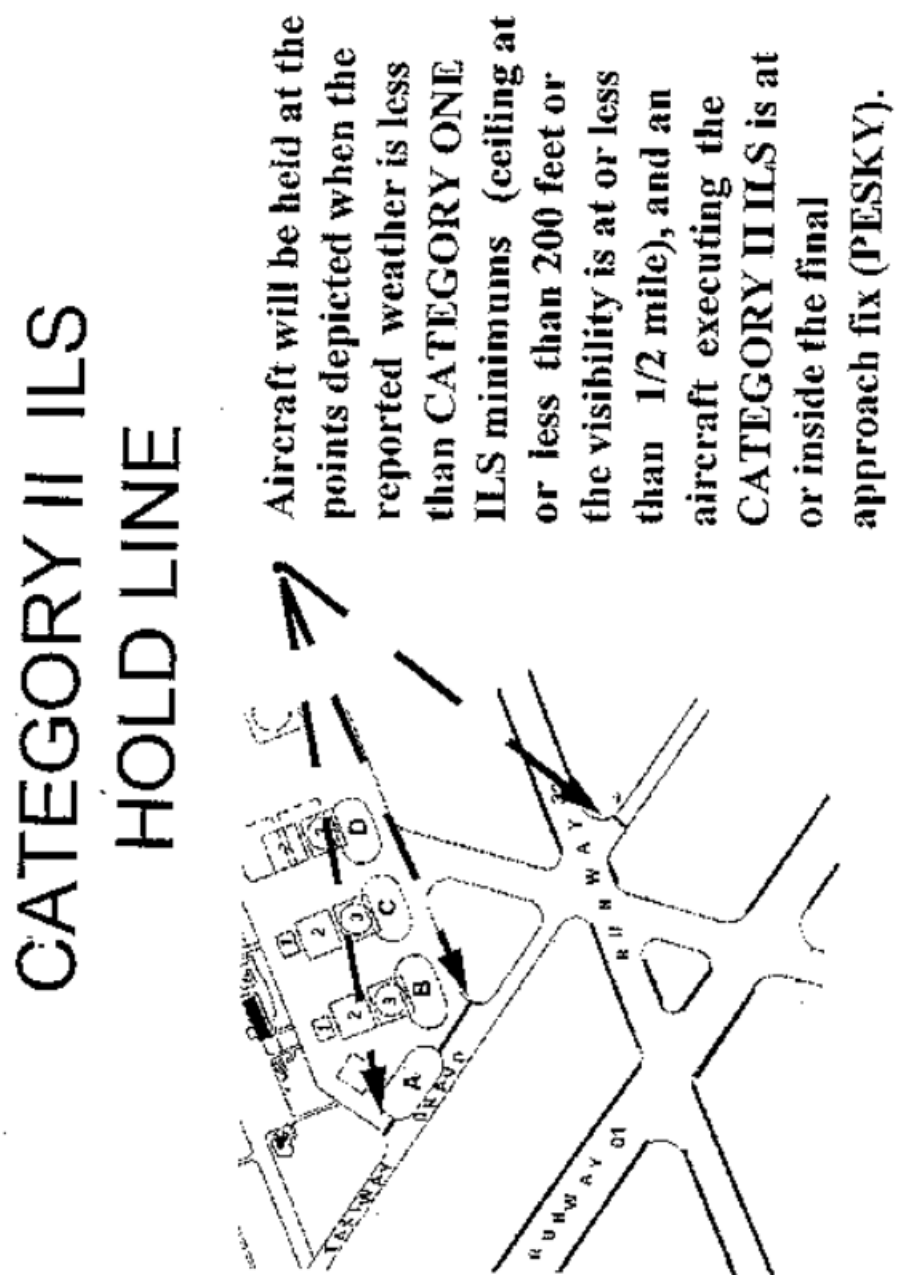
Attachment 2

TRAFFIC PATTERNS RWY 14/32



Attachment 3

CATEGORY II ILS HOLD LINE



Attachment 4

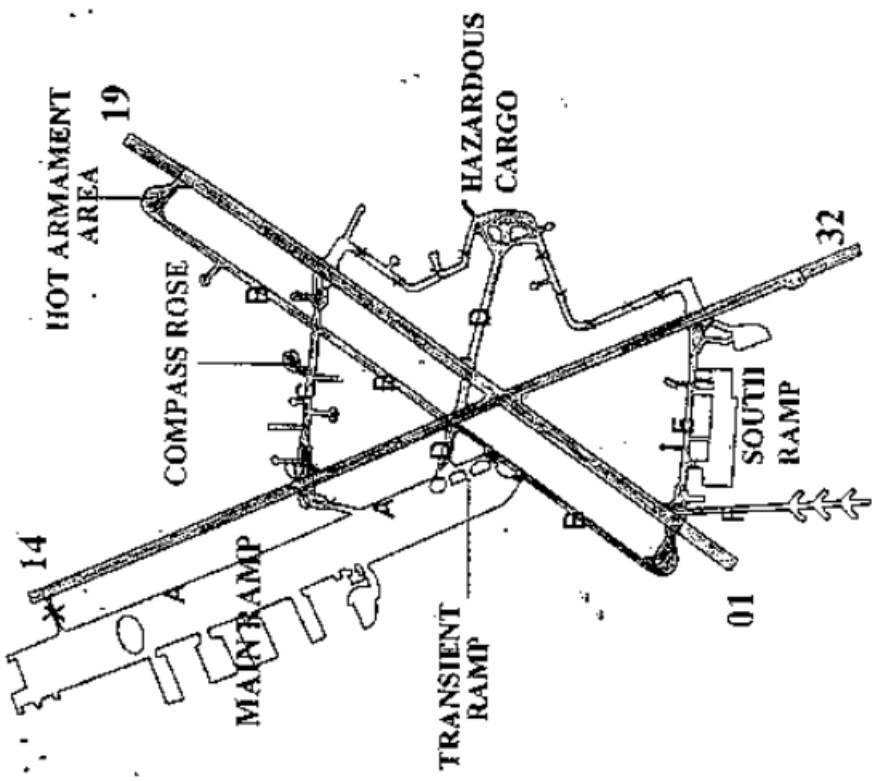
AIRCRAFT TAIL HEIGHT INFORMATION

Aircraft with Tail Height of 35 Feet or More

C-137	KC-135
C-141	B-747
C-17	C-130
DC-8	E-4
DC-10	C-5
E-3	KC-10
B-737	L-1011
B-757	

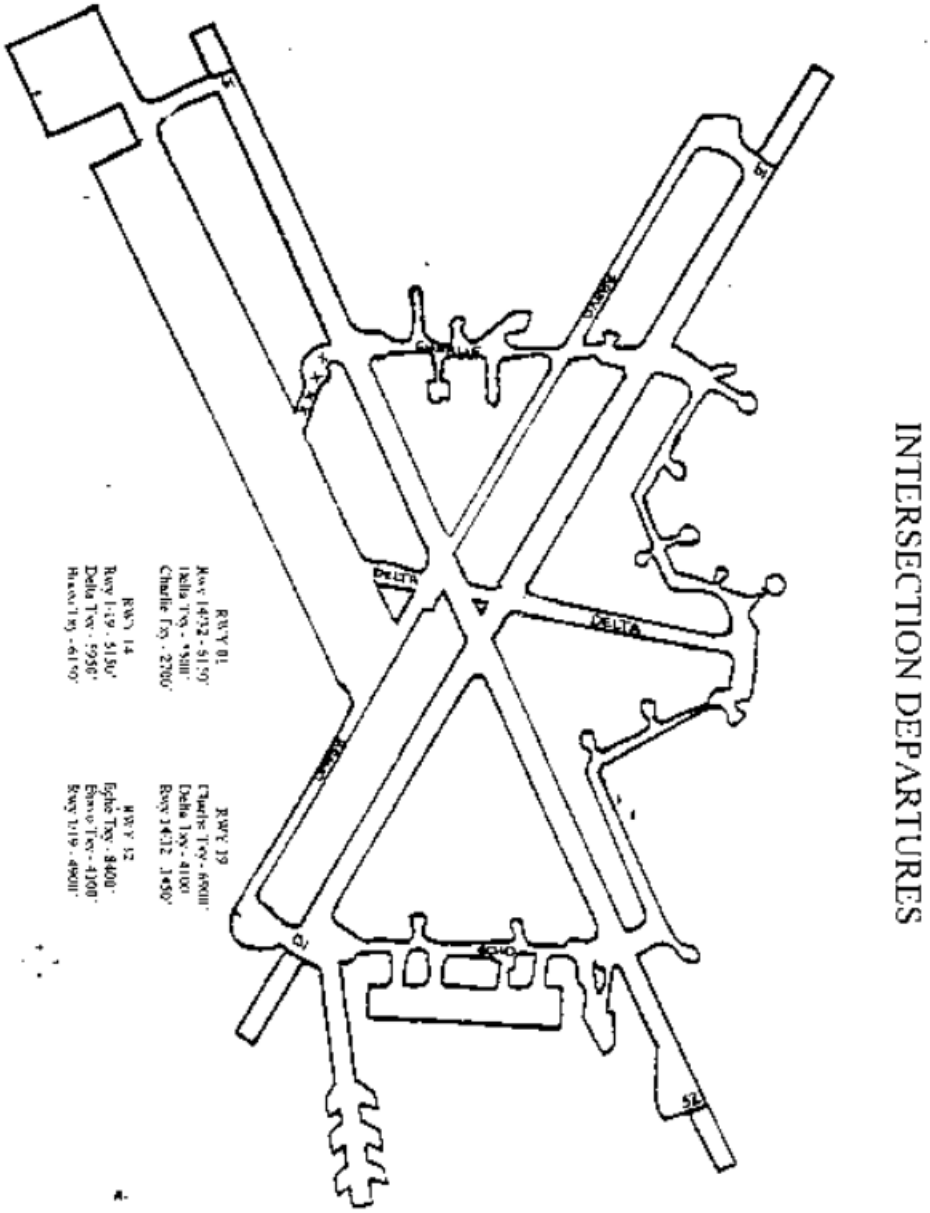
Attachment 5

AIRFIELD DIAGRAM



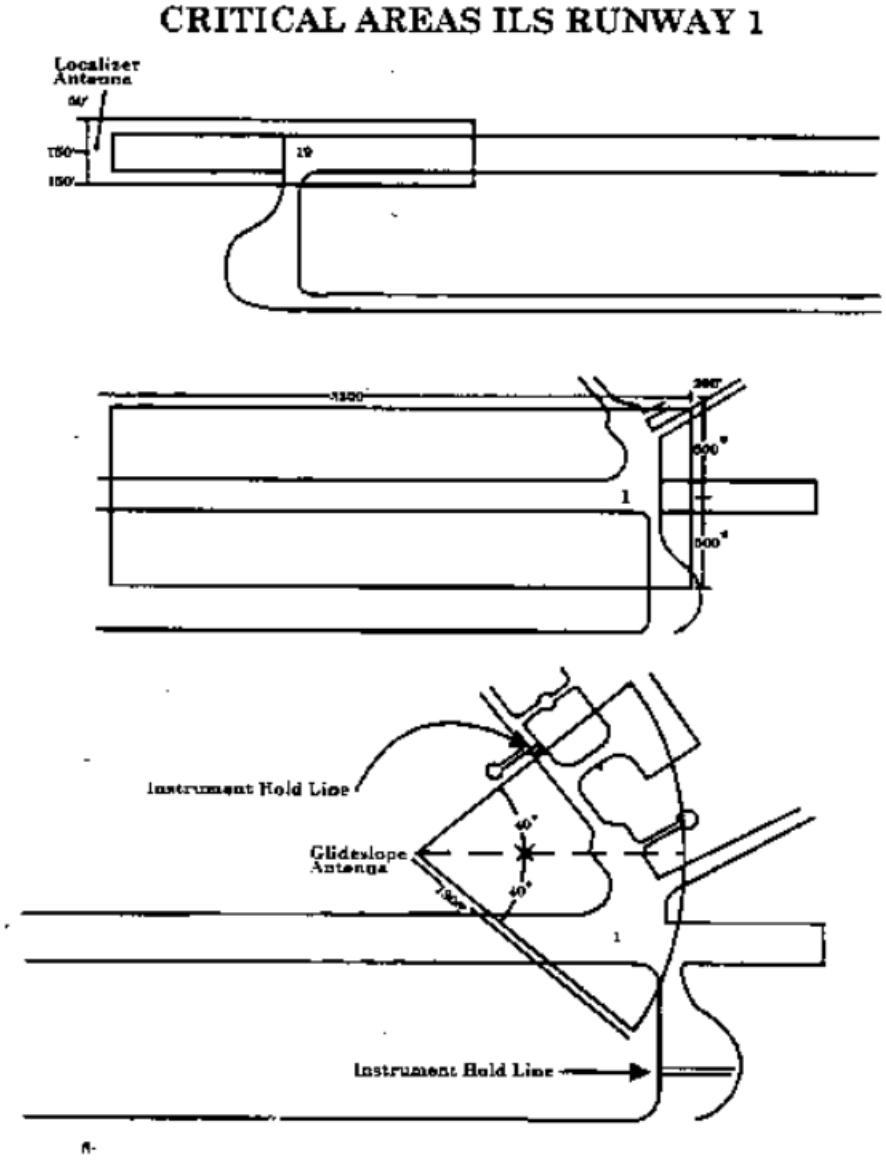
Attachment 6

INTERSECTION DEPARTURES



Attachment 7

CRITICAL AREAS ILS RUNWAY 1



Attachment 8

CRITICAL AREAS ILS RUNWAY 19